

## No. 351.—BALTIC STATION.

## BALTIC ENTRANCE—THE BELTS.

## LANGELAND—SOUTH COAST.

(1.) *Visibility of Fakkebjerg Light.*

INFORMATION has been received, that Fakkebjerg Light, south coast of Langeland, is visible from the bearing of S. 48° W., through north, to S. 18° E.; also from S. 10° E. to S. 5° E. Over the Little Belt it is obscured northward of the bearing S. 53° E. by the south-west point of Ærø. It is also visible from a considerable distance in the Great Belt from S. 40° W. to S. 45° W., over Brolyke Woods. The light (elevated 28 feet above the ground) should be seen in clear water from a distance of 16 miles.

Approximate position, lat. 54° 44' N., long. 10° 42' E.

(2.) *Visibility of Kjelsnor Light.*

Also, that Kjelsnor Light, south coast of Langeland, is visible from the bearing of S. 52° W., through north, to N. 78° E.; also, with less intensity from S. 48° W. to S. 52° W., and from N. 78° E., through east, to S. 88° E. It should be seen in clear weather from a distance of 10 miles.

Approximate position, lat. 54° 44' N., long. 10° 43' E.

[Variation 12° Westerly in 1890.]

This Notice affects the following Admiralty Charts:—Baltic Sea, No. 2842c; Lubeck Bay and Femern Belt, No. 2364; Kiel Bay, No. 2117. Also, Admiralty List of Lights on the Eastern Shores of the North Sea, &c., 1890, Nos. 444, 445; and Danish Pilot, 1885, page 208.

## No. 352.—BALTIC STATION.

## BALTIC ENTRANCE—THE SOUND.

## ZEALAND—NORTH COAST.

*Visibility of Nakke Head Lights.*

ALSO, that Nakke Head Lights, North Coast of Zealand, are visible as follows:—

Nakke Head High Light is visible from the bearing of S. 65° E., through south, to N. 61° W.; also from S. 85° E. to S. 74° E. It should be seen in clear weather from a distance of 16 miles.

Nakke Head Low Light is visible from the bearing of S. 66° E., through south, to N. 61° W., and should be seen in clear weather from a distance of 15 miles.

Approximate position, lat. 56° 7' N., long. 12° 21' E.

[Variation 11° Westerly in 1890.]

This Notice affects the following Admiralty Charts:—Baltic Sea, No. 2842a; The Kattegat, No. 2114; The Sound, No. 2115. Also, Admiralty List of Lights on the Eastern Shores of the North Sea, 1890, No. 460; and Danish Pilot, 1885, page 129.

## No. 353.—BALTIC STATION.

## GULF OF BOTHNIA—RUSSIAN COAST.

*Helgrund Lighthouse Incorrectly Coloured on Admiralty Chart, No. 2252.*

NOTICE is given, that the colour indicating Helgrund Lighthouse is placed in the wrong position on many copies of Admiralty Chart, No. 2252, being shown on the north end of Trusö, instead of on Helgrund, about 1½ miles to the north-eastward, or in approximately lat. 63° 39' N., long. 22° 26' E.

This Notice affects the following Admiralty Chart:—Gulf of Bothnia, No. 2252.

## No. 354.—SOUTH EAST AMERICA STATION.

## SOUTH AMERICA—EAST COAST.

## BRAZIL—PORT MACEIÓ ENTRANCE.

(1.) *Depth on Shoal westward of Baixo Shoal.*

INFORMATION has been received from Mr. R. Owen, commanding the British steam vessel "Author," that the shoal lying about 2¼ cables westward of Baixo Shoal, east side of entrance to Port Maceiό, has a depth of 2½ fathoms on it at low water spring tides.

(2.) *Shoal north-west of Baixo Shoal.*

Also, of the existence of a shoal lying north-west of Baixo Shoal, and nearly midway between the shoal abovementioned and the buoy at the south-west extreme of the barrier reef, east side of entrance to Port Maceiό:—

The shoal north-west of Baixo Shoal, of small extent and composed of coral, has 2½ fathoms on it at low water spring tides, with 7 to 8 fathoms close around; it lies with the north-west extreme of Baixo Shoal bearing S.E. ¼ S., distant 3½ cables.

NOTE.—The channel northward of Baixo Shoal is reported unsafe, and should not be used. The True North on the existing plan of Port Maceiό, No. 539, is drawn about 6° too much to the westward; this plan, however, will in a short time be cancelled. The bearings given in this Notice refer to the existing plan.

[Variation 12° Westerly in 1890.]

This Notice affects the following Admiralty Charts:—Maceiό to Rio de San Francisco, No. 892; Port Maceiό, No. 539. Also, South America Pilot, Part I, 1885, page 56.

## No. 355.—CHINA AND PACIFIC STATIONS.

## CHINA—EAST COAST.—HONG KONG APPROACH.

*Kellett Bank Light-vessel Withdrawn.*

WITH reference to Notice to Mariners, No. 163 of 1889, on a light-vessel having been placed on Kellett Bank, approach to Hong Kong from the westward:—

The Government of Hong Kong has given further notice, that on 1st June, 1890, Kellett Bank Light-vessel would be withdrawn.

This Notice affects the following Admiralty Charts:—Hong Kong to Chelang Point, No. 1962; Hui Ling San Harbour to Hong Kong, No. 2212; Approaches to Hong Kong, No. 1180; Hong Kong, No. 1466. Also, Admiralty List of Lights in South Africa, &c., 1890, No. 406a; and China Sea Directory, Vol. III, 1884, pages 91, 92.

## No. 356.—MEDITERRANEAN STATION.

## BLACK SEA—RUSSIAN COAST.

*Weather Signal Stations at Certain Ports.*

THE Russian Government has given notice, dated 4th June, 1890, that weather signal stations are established at the undermentioned ports in the Black Sea:—

1. Odessa, in the Quarantine and Pratique Harbours.

2. Nikolaev, in the Military, Refuge, and Commercial Harbours. At these stations, the depth of water in Ochakov Canal, and state of the ice in Kherson Bay and Búg River, are signalled.

3. Sevastopol Harbour.

4. Kertch, near the entrance to the Quarantine Station.

5. Batoum, at the house opposite the Commercial Harbour.

This Notice affects the following Admiralty Plans:—Odessa Bay, No. 2206; Búg River,